THE TRACKS OF NEW YORK

Number 1

METROPOLITAN STREET RAILWAY

-1907-

by Alan Paul Kahn

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SEYMOUR DURST

INTRODUCTION

THIS PUBLICATION illustrates the Metropolitan Street Railway Company's network of streetcar lines in the borough of Manhattan in New York City during 1907. In the course of that year the 47 lines of the Metropolitan Street Railway carried over 571 million passengers in 3,280 cars on more than 300 miles of track. It employed more than 8,000 workers.

This giant street railway network came into being on December 12, 1893 as a consolidation of three existing companies: The Broadway Railway Company, The South Ferry Railroad Company and the Houston, West Street & Pavonia Ferry Railroad Company. By then, the last-named Houston Street company already held leases of the Broadway and Seventh Avenue Railroad Company, The Sixth Avenue Railroad Company, the Ninth Avenue Railroad Company and the Twenty-Third Street Railway Company, which last in turn had leased the Bleecker Street & Fulton Ferry Railroad Company. The Metropolitan grew by further consolidations and leases until April 1900, when it finally achieved a monopoly of surface railway transportation in Manhattan. During that month it leased its arch rival, the Third Avenue Railroad Company and the latter's controlled properties. These included the Union Railway Company, which operated all the street railways in the borough of The Bronx, and the Union's subsidiaries in lower Westchester County. However the lines in The Bronx and Westchester were operated separately from those in Manhattan.

On February 14, 1902, the Metropolitan Street Railway leased its entire Manhattan system to a newly organized operating company, the Interurban Street Railway Company, which was later renamed the New York City Railway Company. The cars continued to carry the Metropolitan name, as the new operating company was no more than a financial vehicle. The New York City Railway Company was placed into receivership on September 24, 1907 and the Metropolitan followed on November 19. Partial disintegration of the system began on January 6, 1908 when the Third Avenue and its subsidiaries were turned over to separate management. On August 6, 1908, the Metropolitan's receivers abrogated the lease of the Central Park, North and East River Railroad Company and the property was returned to its owners for independent operation. The lease of the Second Avenue Railroad Company was terminated on November 12, 1908 and the remainder of the system was finally reorganized in bankruptcy as the New York Railways Company on January 1, 1912.

It is interesting to note that 48 years after the breakup of the Metropolitan in 1908, another company would control most of the very same routes, using buses instead of streetcars. The Fifth Avenue Coach Corporation, organized in 1885, eight years before the inception of the Metropolitan Street Railway, would merge with the New York City Omnibus Corporation, successor to New York Railways, and then in 1956 take over the bankrupt Surface Transportation Corporation, the successor to the Third Avenue Railway System.

Unlike the streetcar systems in the other four boroughs of New York City and for that matter, most of the world, the principal method of current collection for the Manhattan lines was by means of a "plow" suspended from the undercarriage of each streetcar. The plow drew electricity from an underground electric conduit, reached through a split between the rails. From the surface the appearance of the track was much like that of cable car rails in San Francisco. Although the most economic means of providing electric power to streetcars was via trolley wires, there had developed a popular prejudice in Manhattan against overhead wiring. This was because when electricity was first introduced for lighting, the power companies had abused their privileges by stretching their wires above the streets in such a way as to create a menace as well as an eyesore. This resulted in the passage of a city ordinance forbidding any further use of live overhead wires in Manhattan.

The following pages contain track plans of the streetcar network that was in operation in Manhattan during 1907. That year was chosen for a number of reasons, not the least of which was the availability of official track plans and route descriptions. In addition, 1907 was the last full year of street railway operation in Manhattan by a single company, the Metropolitan.

Six pages of track plans and two pages of carhouse and storage yard plans are included in this volume. Track plans for those carhouses that do not appear were unavailable. The names of the various lines are listed in alphabetical order, with a reference number given to each line for use in tracing the routes on the track plans. Because of the scale of the plans no effort has been made to distinguish between electric conduit tracks and those served only by horsecars. The major portion of non-electric tracks were located on the following streets:

Avenue B	Front St.	Ridge St.
Avenue C	Fulton St.	South St.
Avenue D	Goerck St.	Spring St.
Beach St.	Houston St.	Stanton St.
Bleecker St.	Lewis St.	28th St.
Carmine St.	Lispenard St.	29th St.
Chambers St.	Madison St.	University Pl.
Charlton St.	Mangin St.	Varick St.
East Broadway	North Moore St.	Walker St.
E. 1st St.	110th St.	Watts St.
E. 17th St.	Pitt St.	West St.
E. 18th St.	Prince St.	W. 4th St.

Canal St. east of Centre St.
Delancey St. east of Clinton St.
First Ave. south of 34th St.
First Ave. between 42nd and 59th St.
St. Nicholas Ave. south of 125th St.
Tenth Ave. south of 34th St.

This is the first of a series of illustrated track plans for New York City, all to be published by the Electric Railroaders' Association. It has been prepared with the kind cooperation of Messrs. Francis J. Goldsmith, Jr., Robert Presbrey and Edward B. Watson.

Produced for the Electric Railroaders' Association by Jack May

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membership application upon request

technical assistance:
Francis J. Goldsmith, Jr.

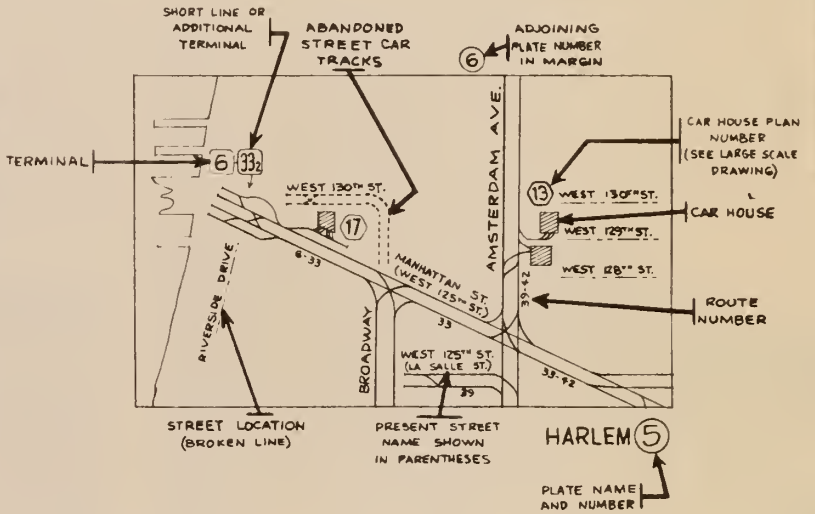
STREET CAR LINES IN MANHATTAN - 1907

ROUTE REF. NO.	ROUTE NAME	TERMINAL	TERMINAL
	METROPOLITAN STREET RAILWAY		
1	AVENUE "A" LINE (E)	EAST 23RD ST. FERRY	DELANCEY ST.
2	AVENUE "B" LINE (H)	EAST 34TH ST. FERRY	CHATHAM SQUARE
3	AVENUE "C" LINE (H)	AVENUE "A" & EAST 24TH ST.	CHAMBERS ST. FERRY
4	BLEECKER ST. LINE (H)	BROADWAY	NINTH AV. & W. 14TH ST.
5	BROADWAY LINE (E)	SOUTH FERRY	SEVENTH AV. & W. 59TH ST.
6	BROADWAY BRANCH LINE (E)	HOUSTON ST.	WEST 130TH ST. FERRY
7	BROADWAY-COLUMBUS AV. LINE (E)	BOWLING GREEN	COLUMBUS AV. & W. 109TH ST.
8	CANAL ST. CROSSTOWN LINE (E)	CENTRE & WALKER STS.	HUDSON & WATTS STS.
9	CANAL & GRAND ST. FERRY LINE (H)	GRAND ST. FERRY	WASHINGTON & NORTH MOORE STS.
10	CHAMBERS & MADISON ST. LINE (H)	1) GRAND ST FERRY 2) ROOSEVELT ST. FERRY	CHAMBERS ST FERRY
11	CHRISTOPHER & E. 23RD ST. FERRY LINE (E)	EAST 23RD ST. FERRY	CHRISTOPHER ST. FERRY
12	COLUMBUS AV. LINE (E)	CITY HALL	LENOX AV. & W. 146TH ST.
13	EIGHTH AV. LINE (E)	1) SOUTH FERRY 2) CORTLANDT ST. FERRY	1) EIGHTH AV. & W. 159TH ST. 2) MACOMB'S LANE & W. 154TH ST
14	8TH STREET CROSSTOWN LINE (E)	1) HAVEMEYER ST. - BROOKLYN 2) EAST 10TH ST. FERRY	CHRISTOPHER ST. FERRY
15	86TH STREET CROSSTOWN LINE (E)	EAST 92ND ST FERRY	CENTRAL PARK WEST
16	53RD STREET CROSSTOWN LINE (E)	SIXTH AV. & W. 50TH ST	NINTH AV. & W. 54TH ST
17	59TH STREET CROSSTOWN LINE (E)	FIRST AV. & E. 59TH ST.	1) TENTH AV. & W. 59TH ST. 2) TENTH AV. & W. 54TH ST.
18	FIRST AV. & EAST BELT LINE (H)	SOUTH FERRY	EAST 125TH ST.
19	14TH ST.-WILLIAMSBURG BRIDGE LINE (E)	HAVEMEYER ST.- BROOKLYN	WEST 22ND ST. FERRY
20	FOURTH & MADISON AV. LINE (E)	1) GEN. POST OFFICE 2) ASTOR PLACE & BROADWAY 3) MOTT HAVEN STA.- BRONX	MADISON AV. & E. 135TH ST.
21	4TH AV. & WILLIAMSBURG BRIDGE LINE (E)	HAVEMEYER ST.- BRDOKLYN	GRAND CENTRAL STATION
22	42ND STREET CROSSTOWN LINE (E)	1) EAST 34TH ST. FERRY 2) EAST 42ND ST. FERRY	WEST 42ND ST FERRY
23	FULTON ST. LINE (H)	FULTON ST. FERRY	1) CORTLANDT ST. FERRY 2) BARCLAY ST. FERRY
24	GRAND CENTRAL STA & W 23RD ST. FY. LINE (E)	WEST 23RD ST FERRY	GRAND CENTRAL STATION
25	GRAND ST. LINE (E)	1) NAVEMEYER ST.- BROOKLYN 2) GRAND ST. FERRY	DESBROSSES ST. FERRY
26	KINGSBRIDGE LINE (E)	EIGHTH AV. & W. 145TH ST.	BROADWAY & W. 221ST ST.
27	LEXINGTON AV. LINE (E)	SOUTH FERRY	EAST 129TH ST
28	LEXINGTON & LEONX AVES. LINE (E)	SOUTH FERRY	LENOX AV. & W. 146TH ST.
29	METROPOLITAN CROSSTOWN LINE (H)	GRAND ST. FERRY	DESBROSSES ST. FERRY
30	NINTH AV. LINE (E)	1) CORTLANDT ST. FERRY 2) CHRISTOPHER ST FERRY	COLUMBUS AV. & W. 65TH ST.
31	110TH ST. CROSSTOWN LINE (H)	PLEASANT AV. & E. 110TH ST.	COLUMBUS AV. & W. 125TH ST.
32	116TH ST. CROSSTOWN LINE (E)	PLEASANT AV. & E. 116TH ST.	AMSTERDAM AV. & W. 106TH ST.
33	125TH ST. CROSSTOWN LINE (E)	PLEASANT AV. & E. 125TH ST.	WEST 130TH ST. FERRY
34	145TH ST. CROSSTOWN LINE (E)	LENOX AV.	BROADWAY
35	SECOND AV. LINE (E)	1) GEN. POST OFFICE 2) ASTOR PLACE & BROADWAY	EAST 129TH ST.
36	17TH & 18TH ST. CROSSTOWN LINE (H)	EAST 23RD ST. FERRY	UNIVERSITY PL. & E. 8TH ST.
37	SEVENTH AV. LINE (E)	GREENWICH AV. & CHRISTOPHER ST.	SEVENTH AV. & W. 59TH ST.
38	SIXTH AV. LINE (E)	SIXTH AV. & W. 4TH ST.	FIRST AV. & E. 59TH ST.
39	SIXTH & AMSTERDAM AV. LINE (E)	1) SOUTH FERRY 2) SIXTH AV. & W. 4TH ST.	1) BROADWAY & W. 125TH ST. 2) AMSTERDAM AV & W. 195TH ST.
40	SIXTH AV. FERRY LINE (H)	SIXTH AV. & W. 3RD ST.	DESBROSSES ST. FERRY
41	TENTH AV. LINE (E)	EAST 34TH ST. FERRY	AMSTERDAM AV. & W. 71ST ST.
42	THIRD AV. LINE (E)	GEN. POST OFFICE	1) AMSTERDAM AV. & W. 195TH ST. 2) THIRD AV. & E. 130TH ST.
43	23RD ST. CROSSTOWN LINE (E)	1) EAST 23RD ST. FERRY 2) EAST 34TH ST FERRY	WEST 23RD ST. FERRY
44	28TH & 29TH ST. CROSSTOWN LINE (H)	EAST 34TH ST. FERRY	WEST 23RD ST. FERRY
45	34TH ST. CROSSTOWN LINE (E)	EAST 34TH ST. FERRY	1) WEST 42ND ST. FERRY 2) WEST 34TH ST. FERRY
46	WEST BELT LINE (H)	SOUTH FERRY	TENTH AV. & W. 53RD ST.
47	WEST 34TH ST. PIER LINE (E)	TENTH AV.	WEST 34TH ST. FERRY

(E): ELECTRIC CARS

(H): HORSE CARS

LEGEND



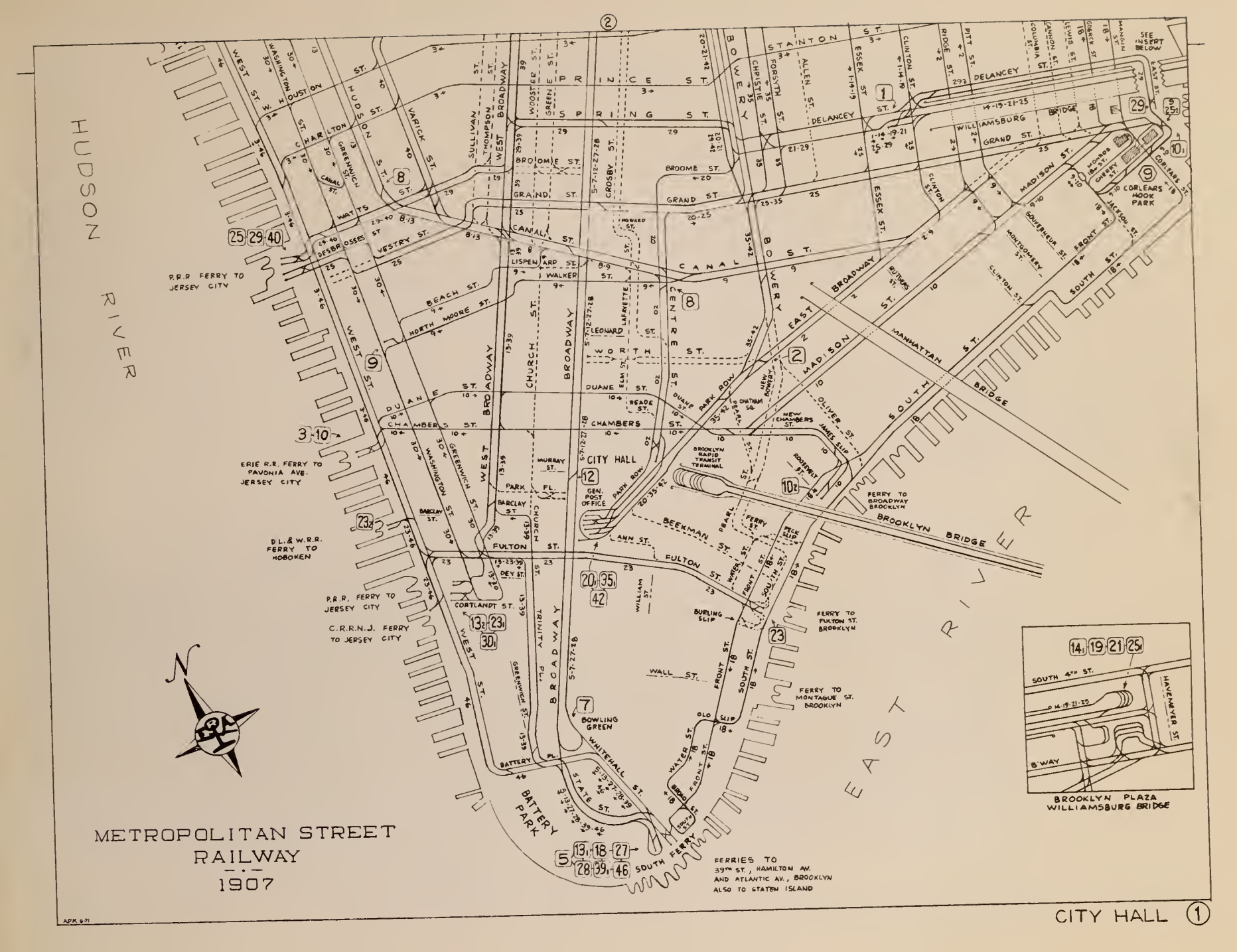
DRAWN BY: ALAN PAUL KAHN - JUN. 1971

TOP: The multi-track terminal of the Metropolitan Street Railway at South Ferry was framed by a foot passageway leading to the various ferry terminals at the south and the 2nd, 3rd, 6th and 9th Avenue els on the west. Open car 1116 on the Eighth Avenue line is halted in front of a West Belt line Horsecar while Broadway car 2279 loads a lady passenger.

New York Historical Society

BOTTOM LEFT: Looking west on Battery Place from the Custom House at Bowling Green a streetcar turns north under the 6th and 9th Avenue els onto Greenwich Street. BOTTOM RIGHT: Until 1901 the Metropolitan Street Railway operated cable car service along Broadway. Four cable cars are shown at Broadway and Warren Street in this 1895 view.

courtesy Francis J. Goldsmith, Jr

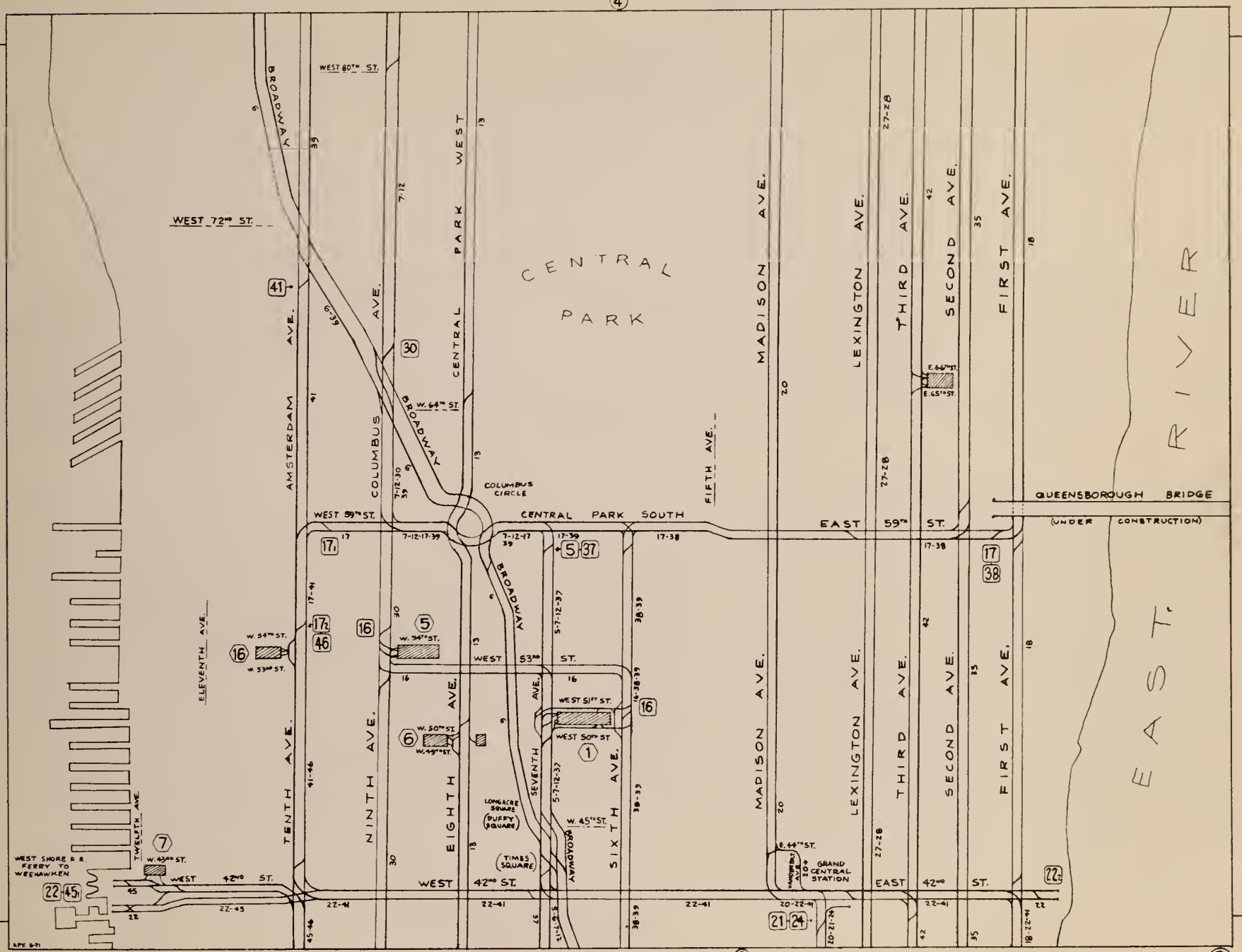

METROPOLITAN STREET RAILWAY
1907
HUDSON RIVER
EAST RIVER
BROOKLYN BRIDGE
SOUTH BRIDGE
MANHATTAN BRIDGE
WILLIAMSBURG BRIDGE
CITY HALL
BATTERY PARK
P.R.R. FERRY TO JERSEY CITY
ERIE R.R. FERRY TO PAVONIA AVE. JERSEY CITY
D.L.&W.R.R. FERRY TO HOBOKEN
C.R.R.N.J. FERRY TO JERSEY CITY
FERRY TO BROADWAY BROOKLYN
FERRY TO FULTON ST. BROOKLYN
FERRY TO MONTAGUE ST. BROOKLYN
SOUTH FERRY
FERRIES TO 39TH ST., HAMILTON AV. AND ATLANTIC AV., BROOKLYN ALSO TO STATEN ISLAND
BROOKLYN PLAZA
WILLIAMSBURG BRIDGE
SEE INSERT BELOW
CITY HALL 1

TOP: Williamsburg Bridge Plaza at the corner of Delancey and Clinton Streets was the center of traction activity on New York's lower east side. Of the six Metropolitan lines operating through the plaza, four ran across the bridge to Brooklyn, terminating at a four-track loop just on the other side of the East River. In addition, a number of Brooklyn streetcar lines came across the bridge and terminated on Delancey Street. No. 282, operating on the Avenue A line, is shown loading a passenger in this 1907 view. *courtesy Francis J. Goldsmith, Jr.* **BOTTOM:** The four-track stub terminal at East 23rd Street was transfer point between four streetcar lines and two ferry services running across the East River to Brooklyn. The pair of tracks on the south were shared by the horsecars of the 17th and 18th Street crosstown line and two electric lines, while the northern pair was used exclusively by the 23rd Street crosstown line. *courtesy Robert L. Presbrey*

AVERY
DURST.

EAST RIVER
TENTH AVE.
NINTH AVE.
EIGHTH AVE.
SEVENTH AVE.
SIXTH AVE.
PARK AVE.
THIRD AVE.
SECOND AVE.
FIRST AVE.
BROADWAY
LEXINGTON AVE.
FOURTH AVE.
MADISON AVE.
AVENUE "A"
AVENUE "B"
AVENUE "C"
AVENUE "D"
WEST 34TH ST.
EAST 36TH ST.
EAST 35TH ST.
EAST 34TH ST.
HERALD SQUARE
PENNSYLVANIA STATION
W. 31ST ST.
N.Y.C. & H.R.R.R.
WEST 29TH ST.
EAST 29TH ST.
WEST 28TH ST.
EAST 28TH ST.
E. 33RD ST.
E. 32ND ST.
E. 27TH ST.
E. 24TH ST.
WEST 23RD ST.
EAST 23RD ST.
MADISON SQUARE
CENTER TRACK N.Y.C. & H.R.R.
W. 24TH ST.
W. 22ND ST.
MARGINAL (11TH AVE.) ST.
WEST 18TH ST.
EAST 18TH ST.
EAST 17TH ST.
E. 16TH ST.
E. 15TH ST.
UNION SQUARE
WEST 14TH ST.
EAST 14TH ST.
WEST 13TH ST.
GREENWICH AVE.
GANSEVOORT ST.
WASHINGTON ST.
WEST ST.
HUDSON ST.
BANK ST.
ABINGDON SQ.
PERRY ST.
W. 11TH ST.
BLEECKER ST.
WAVERLY PL.
WAVERLY
CHRIST CHURCH
WEST 4TH ST.
WASHINGTON SQUARE
WASHINGTON SQ. SOUTH
UNIVERSITY PL.
CLINTON PL. (W. 8TH ST.)
E. 8TH ST.
(ST. MARKS PL.)
ASTOR PL.
COOPER SQUARE
STUYVESANT ST.
E. 11TH ST.
10TH ST.
9TH ST.
E. 7TH ST.
WOOSTER ST.
GREENE ST.
WOODRUFF ST.
THOMPSON ST.
SULLIVAN ST.
WEST BWAY
BLEECKER
CARMINE ST.
ECKLER ST.
CROSBY ST.
BOWERY
LAFAYETTE ST.
FOURTH ST.
E. HOUSTON ST.
STANTON ST.
ESSEX ST.
CLINTON ST.
RIDGE ST.
PITT ST.
COLUMBIA ST.
CANNON ST.
LEWIS ST.
ROEBLING ST.
MANGIN ST.
FERRY TO LONG ISLAND CITY
FERRIES TO BROADWAY & GREENPOINT AVE BROOKLYN
FERRY TO GREENPOINT AVE. BROOKLYN
D.L.&W.R.R. FERRY TO HOBOKEN
WASHINGTON SQUARE

LEFT: Wooden planking was placed over the intersection of 23rd Street and Fourth Avenue during the construction of New York's first subway. Car 391 is shown westbound on 23rd Street passing car 333 while No. 1601 heads north on Fourth Avenue in this 1903 view. RIGHT: Car 46 loads passengers under the stub-end terminal of the 42nd Street branch of the 3rd Avenue el at Grand Central Station in 1912. By then the Metropolitan Street Railway had broken up. The rails under the el, used by the 42nd Street crosstown line, had reverted back to the control of the Third Avenue Railway System while the Fourth and Madison Avenue line, which used the track in the foreground turning from Park Avenue onto 42nd Street, was now under the operation of New York Railways. *courtesy Edward B. Watson*

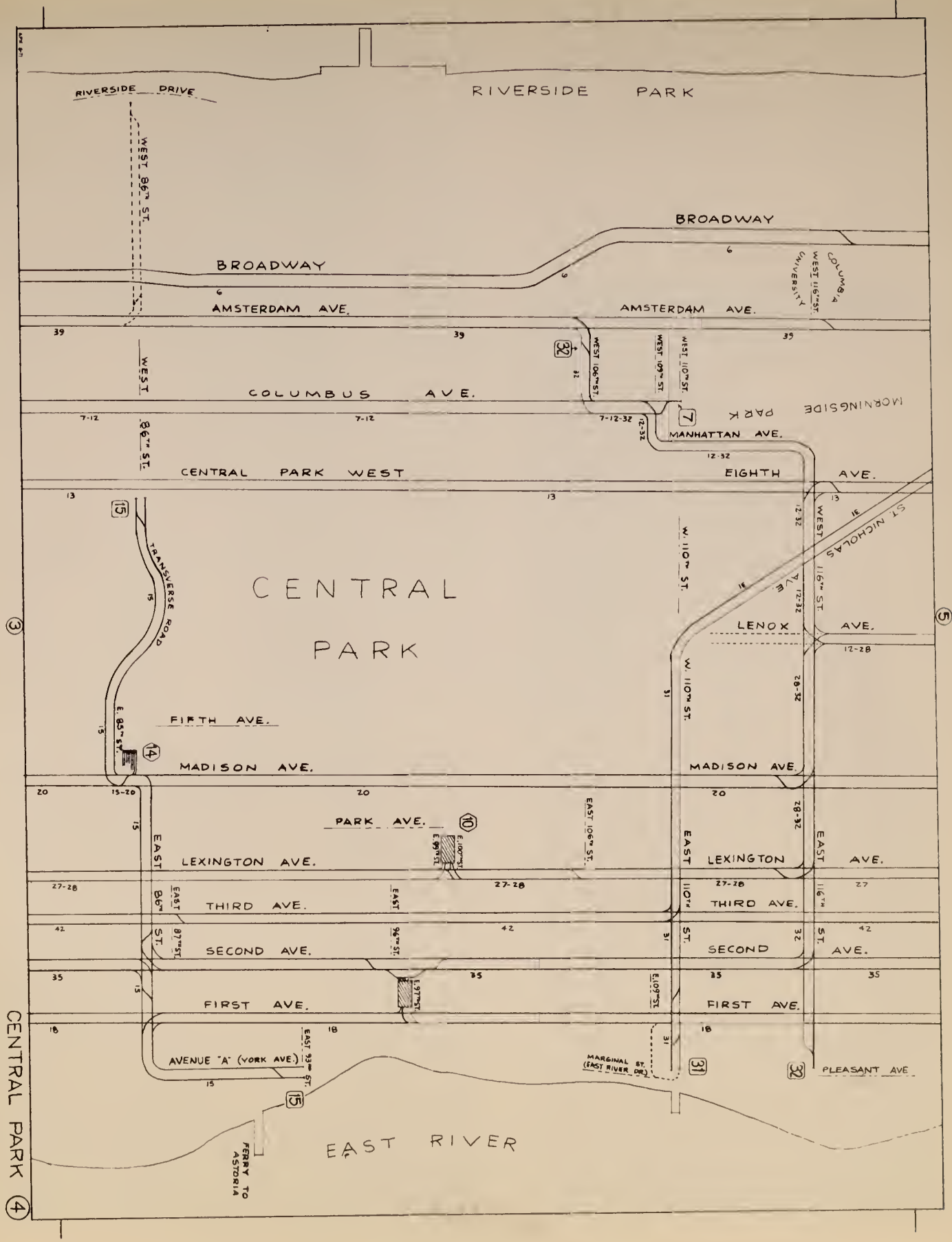


CENTRAL PARK
EAST RIVER
QUEENSBOROUGH BRIDGE
(UNDER CONSTRUCTION)
CENTRAL PARK SOUTH
COLUMBUS CIRCLE
WEST 72ND ST.
WEST 80TH ST.
W. 64TH ST.
WEST 59TH ST.
EAST 59TH ST.
WEST 53RD ST.
WEST 51ST ST.
WEST 50TH ST.
W. 45TH ST.
W. 54TH ST.
W. 53RD ST.
W. 50TH ST.
W. 49TH ST.
W. 43RD ST.
E. 66TH ST.
E. 65TH ST.
E. 44TH ST.
WEST 42ND ST.
EAST 42ND ST.
BROADWAY
AMSTERDAM AVE.
COLUMBUS AVE.
CENTRAL PARK WEST
FIFTH AVE.
MADISON AVE.
LEXINGTON AVE.
THIRD AVE.
SECOND AVE.
FIRST AVE.
ELEVENTH AVE.
TWELFTH AVE.
TENTH AVE.
NINTH AVE.
EIGHTH AVE.
SEVENTH AVE.
SIXTH AVE.
LONGACRE SQUARE (DUFFY SQUARE)
(TIMES SQUARE)
GRAND CENTRAL STATION
VANDERBILT AVE.
WEST SHORE R.R. FERRY TO WEEHAWKEN
APK 6-71

MIDTOWN ③

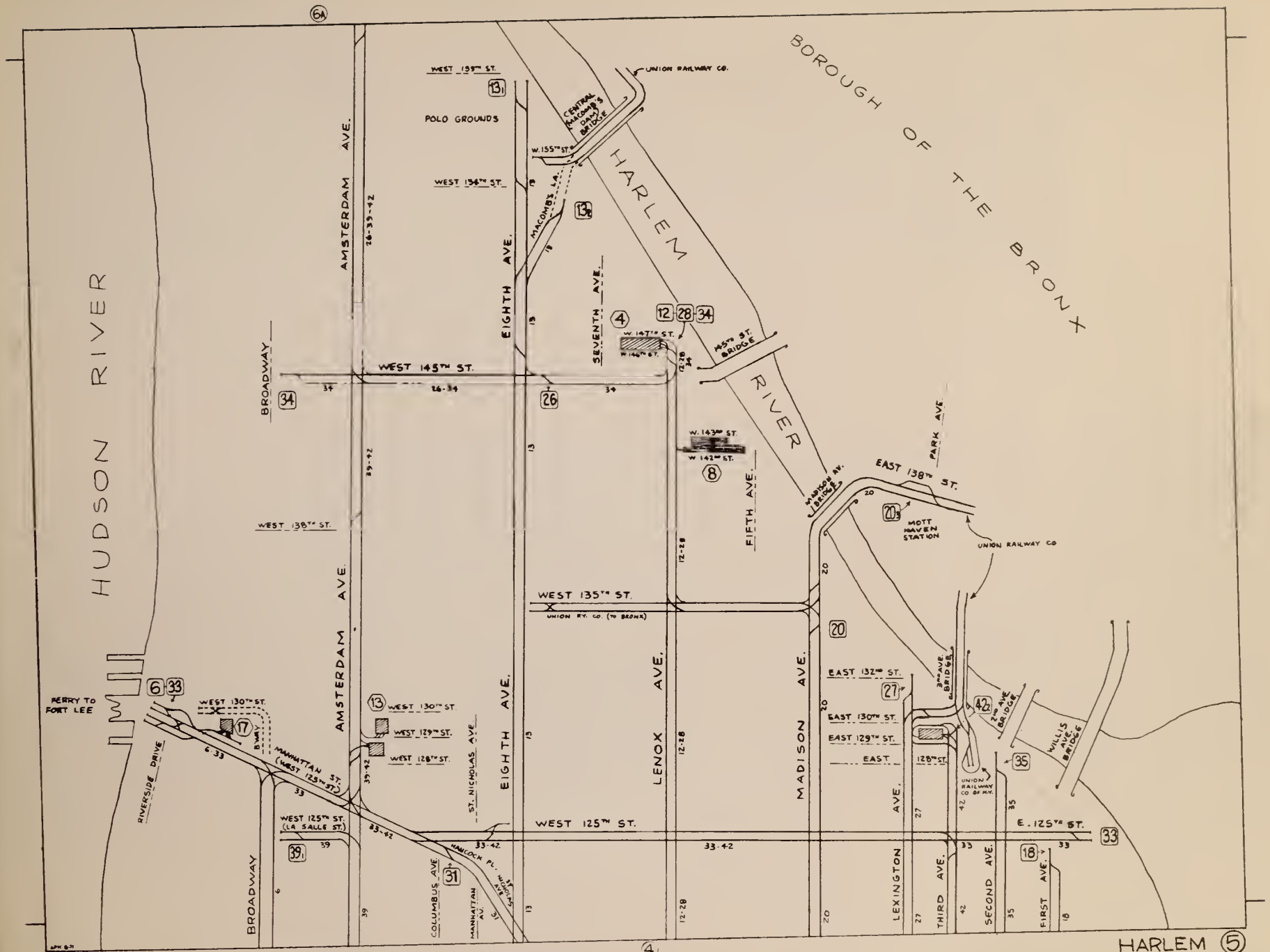
TOP: Northbound New York Railways car 352 is halted alongside a row of classic New York brownstone houses on Lexington Avenue in 1912. Right above the deck roof of a Central Park, North and East River Railroad 59th Street crosstown car a sign indicating the location of Bloomingdale's Department Store can be seen. Bloomingdale's still occupies the same site, but the streetcars, horses and brownstones are long gone. BOTTOM LEFT: No. 4031, southbound on the Lexington Avenue line, pauses to pick up a well-dressed passenger at 87th Street in 1911. BOTTOM RIGHT: Northbound on Lexington Avenue at 87th Street, New York Railways No. 1560 is heading toward its 146th Street and Lenox Avenue terminal, during the construction of the Lexington Avenue subway in 1914.

courtesy Robert L. Presbrey


RIVERSIDE DRIVE
RIVERSIDE PARK
WEST 86TH ST.
BROADWAY
BROADWAY
AMSTERDAM AVE.
AMSTERDAM AVE.
COLUMBUS AVE.
WEST 106TH ST.
WEST 109TH ST.
WEST 110TH ST.
MANHATTAN AVE.
MORNINGSIDE PARK
CENTRAL PARK WEST
EIGHTH AVE.
CENTRAL PARK
TRANSVERSE ROAD
E. 85TH ST.
FIFTH AVE.
MADISON AVE.
MADISON AVE.
PARK AVE.
EAST LEXINGTON AVE.
LEXINGTON AVE.
EAST 86TH ST.
THIRD AVE.
THIRD AVE.
SECOND AVE.
SECOND AVE.
FIRST AVE.
FIRST AVE.
AVENUE "A" (YORK AVE.)
EAST 93RD ST.
MARGINAL ST. (EAST RIVER DR.)
PLEASANT AVE
EAST RIVER
FERRY TO ASTORIA
ST NICHOLAS
WEST 116TH ST
LENOX AVE.
W. 110TH ST.
CENTRAL PARK (4)
(3)
(5)

The trackage on Lenox Avenue was the first to be electrified by the Metropolitan Street Railway. The underground conduit was constructed in such a way as to allow the conversion of New York's first electric streetcar line to cable operation if the new-fangled electric streetcars did not work. At the turn of the century Harlem was a posh section of the city and Lenox Avenue was little more than a dirt road. Metropolitan No. 500, one of the city's first electric cars, passes a sister near the intersection of 125th Street. *courtesy Alfred Seibel*

BOTTOM: In 1903 a bridge to carry New York's first subway line across the Harlem Valley was under construction. Manhattan Street (now 125th Street) had four tracks, but by 1907 the outer two, used by horsecars, had been removed.



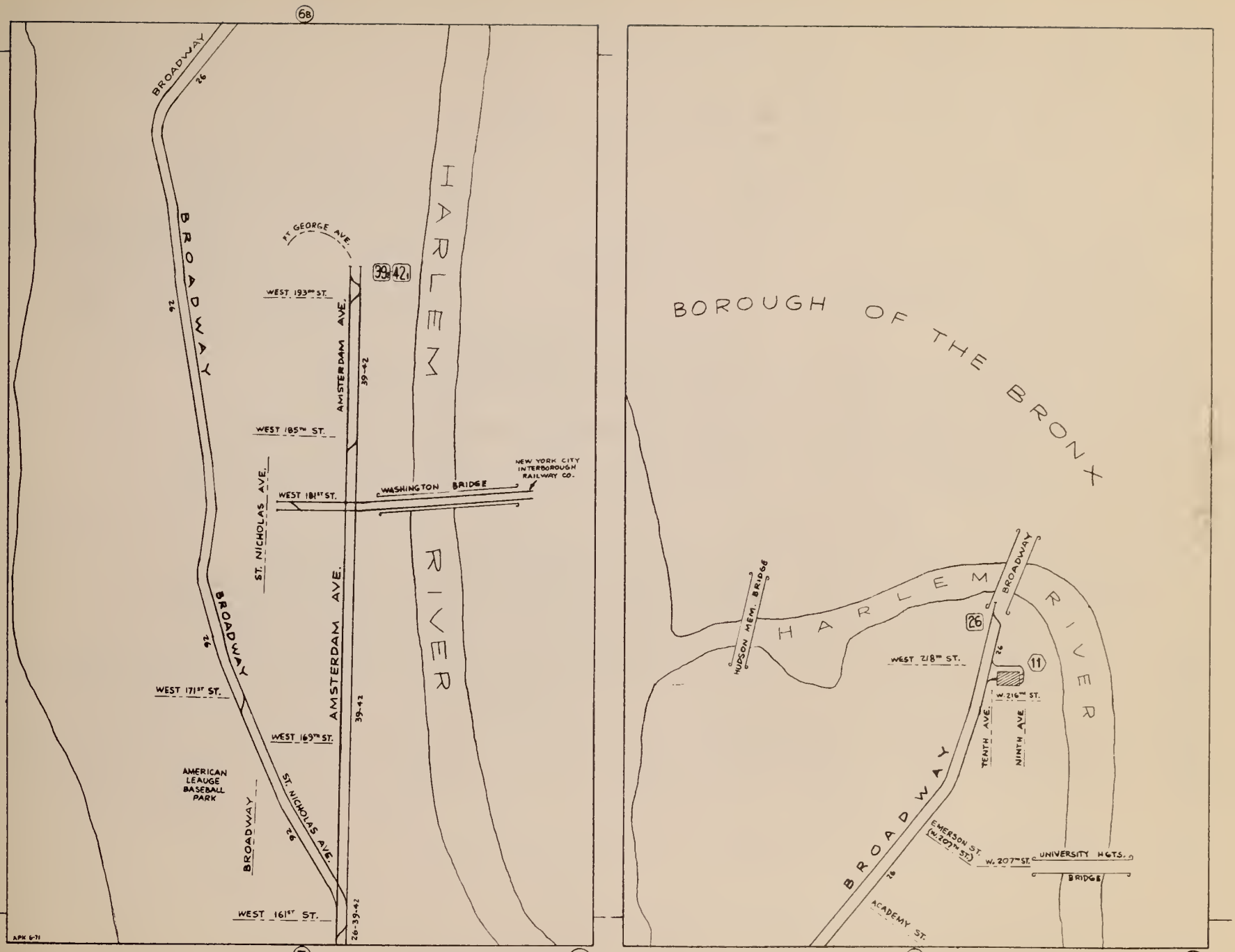
BOROUGH OF THE BRONX
HUDSON RIVER
HARLEM RIVER
POLO GROUNDS
WEST 159TH ST.
WEST 154TH ST.
UNION RAILWAY CO.
CENTRAL (MACOMB'S DAM) BRIDGE
W. 155TH ST.
MACOMB'S LA.
AMSTERDAM AVE.
EIGHTH AVE.
SEVENTH AVE.
W. 147TH ST.
W. 146TH ST.
145TH ST. BRIDGE
WEST 145TH ST.
BROADWAY
W. 143RD ST.
W. 142ND ST.
FIFTH AVE.
MADISON AV. BRIDGE
PARK AVE.
EAST 138TH ST.
MOTT HAVEN STATION
UNION RAILWAY CO
WEST 138TH ST.
WEST 135TH ST.
UNION RY. CO. (TO BRONX)
LENOX AVE.
MADISON AVE.
EAST 132ND ST.
3RD AVE. BRIDGE
2ND AVE. BRIDGE
WILLIS AVE. BRIDGE
EAST 130TH ST.
EAST 129TH ST.
EAST 128TH ST.
UNION RAILWAY CO OF N.Y.
FERRY TO FORT LEE
WEST 130TH ST.
WEST 129TH ST.
WEST 128TH ST.
RIVERSIDE DRIVE
MANHATTAN ST. (WEST 125TH ST.)
ST. NICHOLAS AVE.
WEST 125TH ST. (LA SALLE ST.)
WEST 125TH ST.
E. 125TH ST.
HANCOCK PL.
COLUMBUS AVE.
MANHATTAN AV.
LEXINGTON AVE.
THIRD AVE.
SECOND AVE.
FIRST AVE.
HARLEM

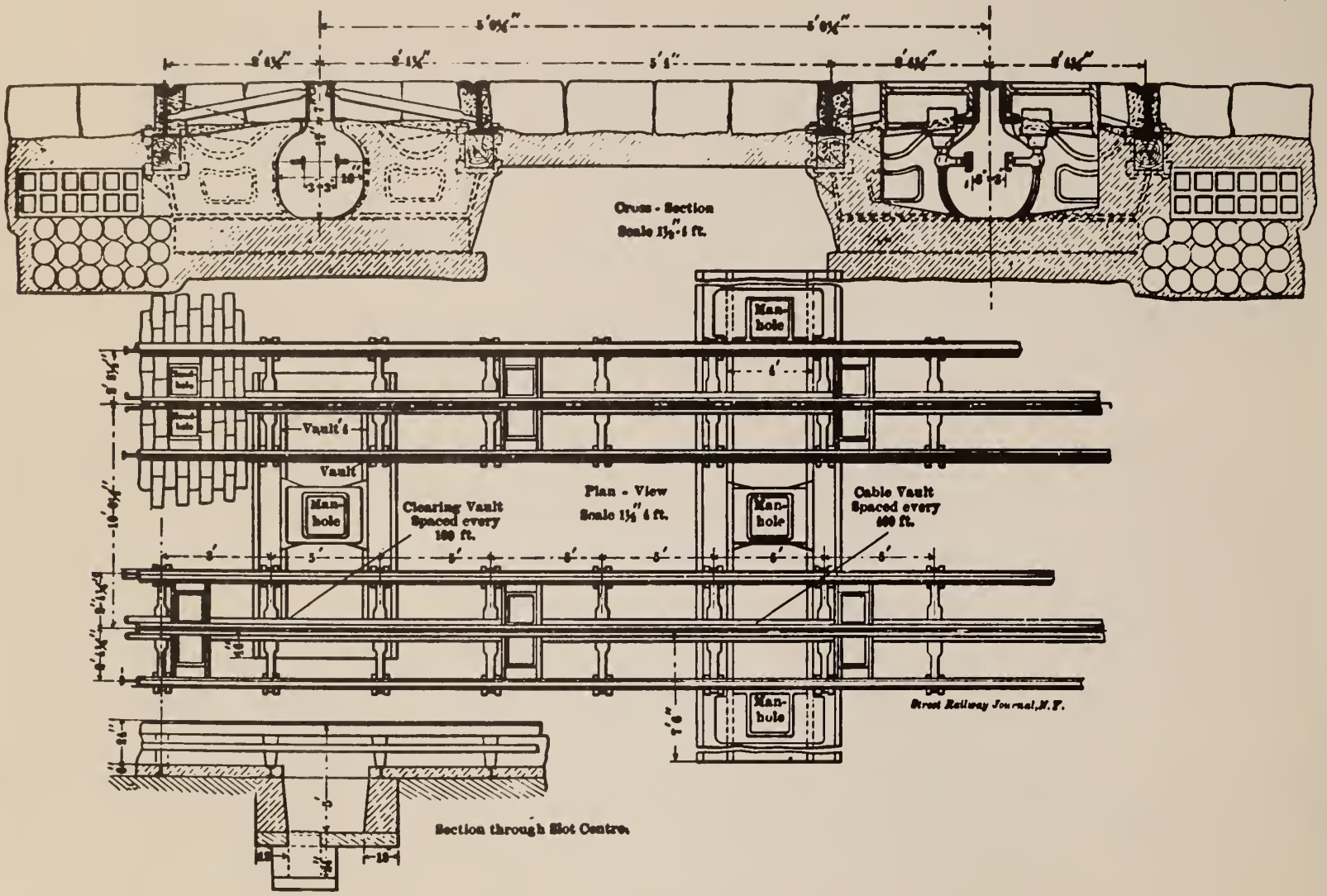
TOP: A northbound Fourth and Madison Avenue car is about to enter the Park Avenue streetcar tunnel in 1919. This view, taken from the front of the East 32nd Street carhouse, shows the southern portal at East Thirty-Fourth Street. The seven-block long tunnel, when not under reconstruction, is now occasionally used for automobile traffic.

courtesy Edward B. Watson

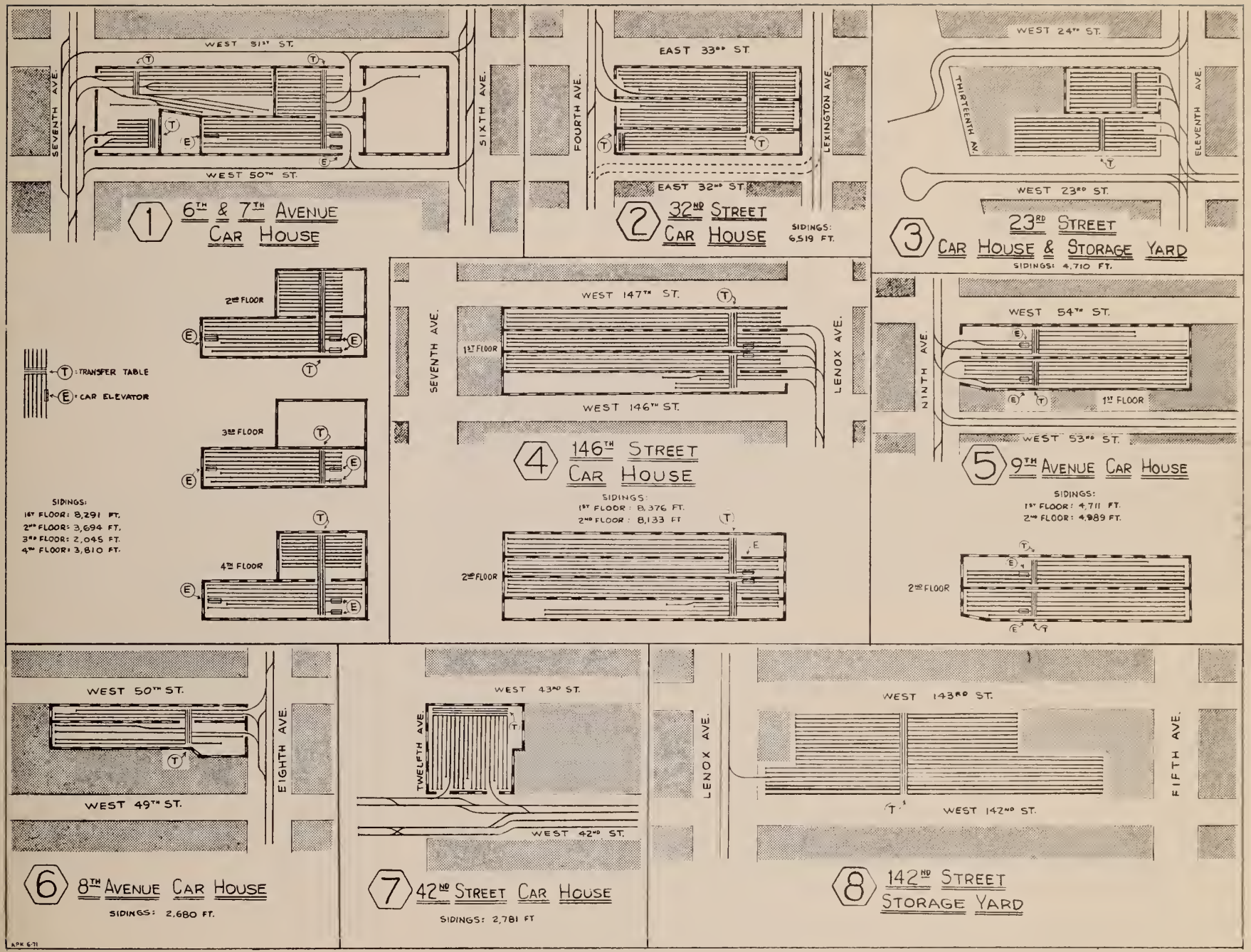
BOTTOM: A closed and an open car are shown in front of the 146th Street and Lenox Avenue carhouse. Although photographed in 1922, the scene did not differ substantially from one that could be seen in 1907.

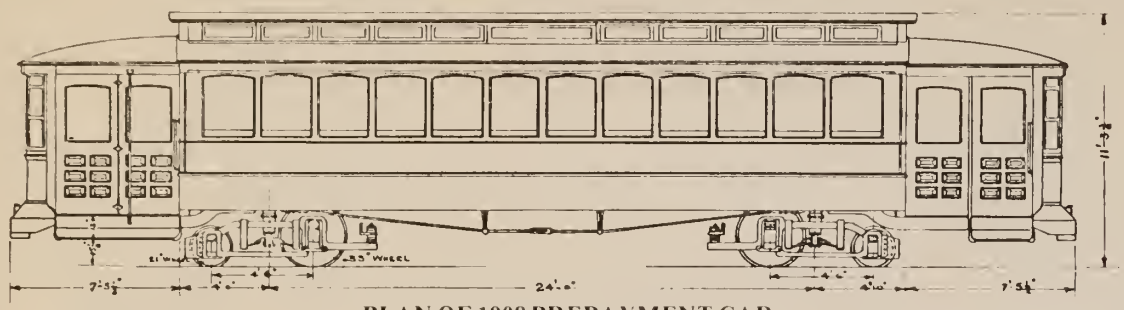
courtesy Edward B. Watson


6B
BROADWAY
26
BROADWAY
ST. GEORGE AVE.
39-42
WEST 193RD ST.
AMSTERDAM AVE.
39-42
WEST 185TH ST.
NEW YORK CITY INTERBOROUGH RAILWAY CO.
WASHINGTON BRIDGE
WEST 181ST ST.
ST. NICHOLAS AVE.
HARLEM RIVER
AMSTERDAM AVE.
BROADWAY
26
WEST 171ST ST.
39-42
WEST 169TH ST.
AMERICAN LEAUGE BASEBALL PARK
ST. NICHOLAS AVE.
BROADWAY
26
WEST 161ST ST.
26-39-42
APK 6-71
5
WASHINGTON HEIGHTS
6A
BOROUGH OF THE BRONX
HUDSON MEM. BRIDGE
HARLEM RIVER
BROADWAY
26
WEST 218TH ST.
11
W. 216TH ST.
TENTH AVE.
NINTH AVE.
BROADWAY
26
EMERSON ST. (W. 207TH ST.)
W. 207TH ST.
UNIVERSITY HGTS. BRIDGE
ACADEMY ST.
6A
INWOOD
6B

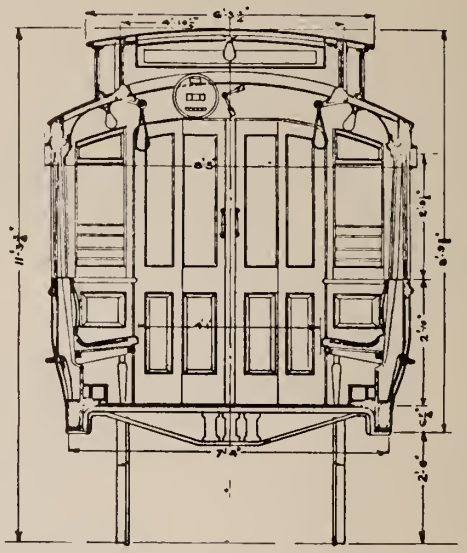


PLAN AND CROSS-SECTION OF MANHATTAN CONDUIT TRACK


WEST 51ST ST.
SEVENTH AVE.
SIXTH AVE.
WEST 50TH ST.
1 6TH & 7TH AVENUE CAR HOUSE
EAST 33RD ST.
FOURTH AVE.
LEXINGTON AVE.
EAST 32ND ST.
2 32ND STREET CAR HOUSE
SIDINGS: 6,519 FT.
WEST 24TH ST.
THIRTEENTH AV.
ELEVENTH AVE.
WEST 23RD ST.
3 23RD STREET CAR HOUSE & STORAGE YARD
SIDINGS: 4,710 FT.
T: TRANSFER TABLE
E: CAR ELEVATOR
2ND FLOOR
3RD FLOOR
4TH FLOOR
SIDINGS:
1ST FLOOR: 8,291 FT.
2ND FLOOR: 3,694 FT.
3RD FLOOR: 2,045 FT.
4TH FLOOR: 3,810 FT.
WEST 147TH ST.
SEVENTH AVE.
1ST FLOOR
LENOX AVE.
WEST 146TH ST.
4 146TH STREET CAR HOUSE
SIDINGS:
1ST FLOOR: 8,376 FT.
2ND FLOOR: 8,133 FT
2ND FLOOR
WEST 54TH ST.
NINTH AVE.
1ST FLOOR
WEST 53RD ST.
5 9TH AVENUE CAR HOUSE
SIDINGS:
1ST FLOOR: 4,711 FT.
2ND FLOOR: 4,989 FT.
2ND FLOOR
WEST 50TH ST.
EIGHTH AVE.
WEST 49TH ST.
6 8TH AVENUE CAR HOUSE
SIDINGS: 2,680 FT.
WEST 43RD ST.
TWELFTH AVE.
WEST 42ND ST.
7 42ND STREET CAR HOUSE
SIDINGS: 2,781 FT
LENOX AVE.
WEST 143RD ST.
FIFTH AVE.
WEST 142ND ST.
8 142ND STREET STORAGE YARD
APK 6-71



PLAN OF 1908 PREPAYMENT CAR



LEFT: No. 556, the Metropolitan Street Railway's only semi-convertible car, was built in 1910. The double-end, double-truck maximum traction truck-equipped car is shown in a J.G. Brill builder's photo.

courtesy Francis J. Goldsmith, Jr.

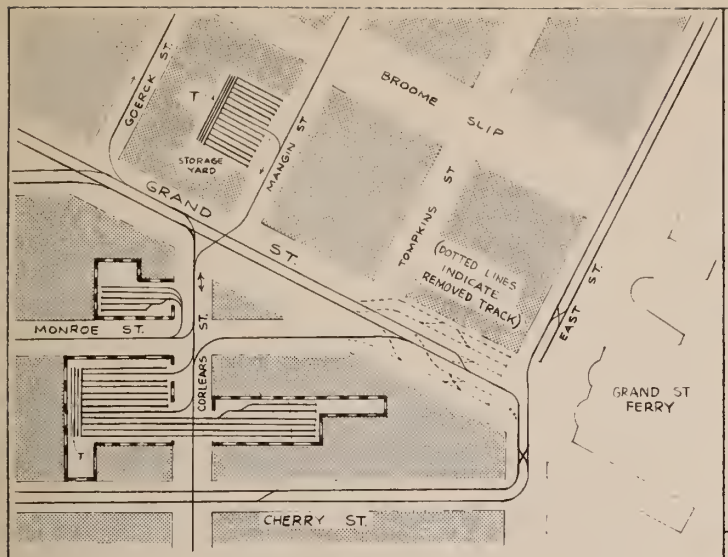
BELOW LEFT: Metropolitan 1147 was one of a group of 70 combination cars (partly open and partly closed) built by J.G. Brill of Philadelphia in 1898. Fifty-si . more were built during the following year.

courtesy Francis J. Goldsmith, Jr.

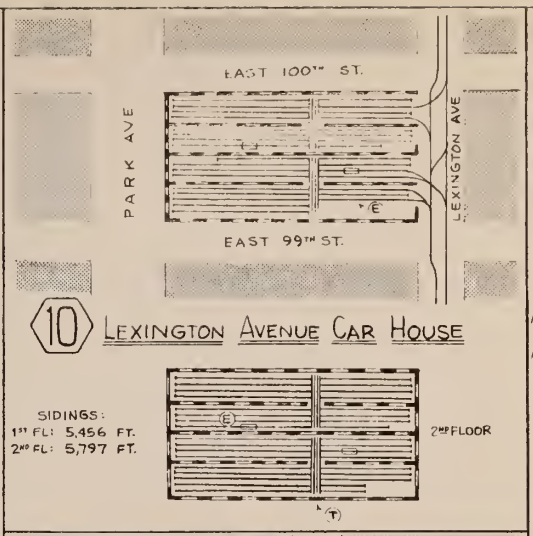
FRONT COVER: Herald Square was named after the newspaper, *The New York Herald,* whose office was located at the intersection of West 34th Street, Broadway and Sixth Avenue. With the 6th Avenue el at the right, motor and horsedrawn traffic mingle with scores of open and closed streetcars, in 1909.

REAR COVER: The Manhattan Plaza of the Williamsburg Bridge in 1919. After that year only the Third Avenue Railway System operated streetcars across the north side of the span to Havemeyer Street in Brooklyn, while cars of the Brooklyn streetcar system used the south side of the bridge, terminating at an underground station at the plaza. This station, whose entrance kiosks are shown in this photo, was constructed after 1907 (see view on page 6).

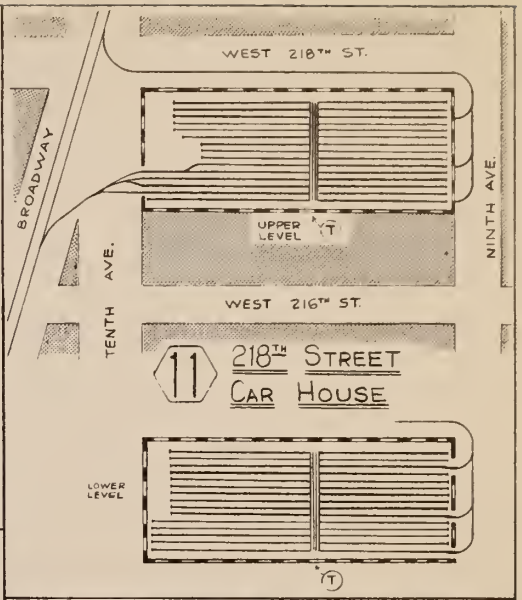
courtesy Edward B. Watson



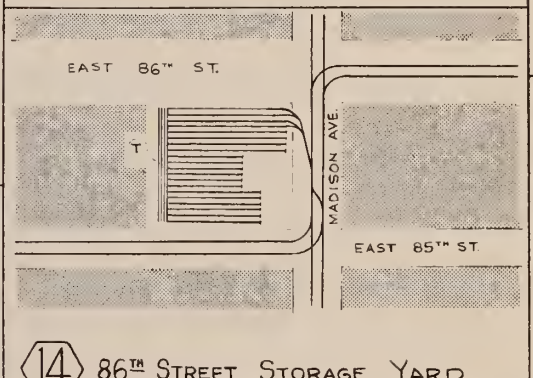
9 GRAND STREET, CORLEARS STREET & MONROE STREET CAR HOUSES



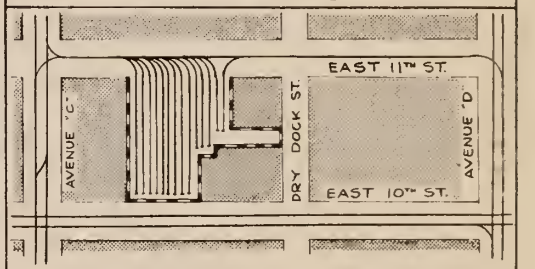
10 LEXINGTON AVENUE CAR HOUSE



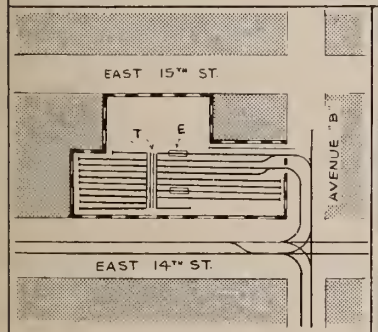
11 218TH STREET CAR HOUSE



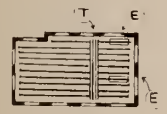
14 86TH STREET STORAGE YARD
SIDINGS: 2,942 FT.



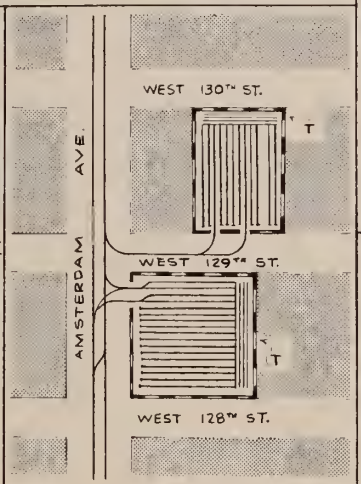
15 11TH STREET CAR HOUSE



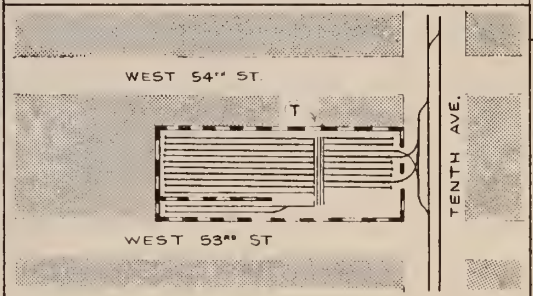
12 14TH STREET CAR HOUSE



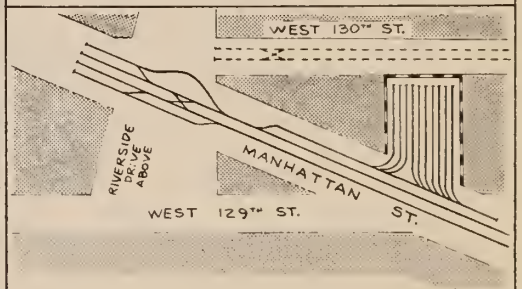
SIDINGS:
1ST FL: 2,901 FT.
2ND FL: 1,507 FT.



13 AMSTERDAM AVE CAR HOUSES



16 TENTH AVENUE CAR HOUSE
SIDINGS: 4,162 FT.



17 MANHATTAN STREET CAR HOUSE
SIDINGS: 1,320 FT.